GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington, D. C.)

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Photograph Courtesy Pan American Airways Service

WILL IT TOMORROW RIVAL THE LUXURY LINER?

Cleaving the clouds instead of plowing the waves is now the trend of ocean travel. Airplanes are being built with boatlike lines for seaworthiness. Sky-clippers under construction surpass in size the caravels of Columbus. Congress last month was asked: Will sky-boats rival ocean liners as carriers between continents? Etched against a lowering sky, the *China Clipper* wings its scheduled way across the Pacific to the Orient (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents in stamps or money order (in Canada, 50 cents). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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General Headquarters, Washington, D. C.

Hong Kong, A "Bit of England" in China

HONG KONG, England's strongest foothold on the Chinese coast, thriving trade center and outpost of empire, is spotlighted now by the Sino-Japanese war. Munitions, the Japanese charge, are flowing to China's armies through the port of Hong Kong. Japanese planes are reported several times to have bombed the railroad connecting Hong Kong with Canton.

Although Hong Kong is small, only slightly larger in area than New York City, it is one of the most important of Britain's colonies, one of the world's greatest ports, and the center of British business and influence along China's coast.

Contrary to popular opinion, Hong Kong is not the name of a city, but of a British crown colony, 390 square miles in area, which forms the bottleneck through which flows a vast trade with all of south China. For nearly 100 years the British flag has flown over this small but important slice of coastal territory, which was originally occupied by Great Britain during the "Opium War" of 1839-42.

Part of Colony on Chinese Mainland

Hong Kong stands at a point where the mouths of several rivers draining south China enter the sea. A railroad runs from it to Canton, 90 miles to the north. Goods destined for the interior of China must be trans-shipped at Hong Kong from ocean steamers to river junks or freight trains.

A rocky island, 11 miles long, with a ridge of hills rising nearly 2,000 feet, is the original Hong Kong. A century ago it was a nest of pirates and a place of disease and desolation. During the "Opium War," resulting from Chinese protest against importation of opium into China by foreign traders, the British Navy established a base on Hong Kong Island.

After the war the island was ceded to Britain, and later China ceded also the Kowloon peninsula on the mainland across a mile-wide channel (illustration, inside cover). In 1898 Britain leased the "New Territories," also on the mainland, as well as many islands in and around the harbor. From Hong Kong in 1849 sailed thousands of Chinese coolies on their way to the gold fields of California and Australia.

Vegetables Raised on Boats

Today nearly a million people, almost all Chinese, live in the colony. Most of them dwell in the capital city of Victoria on Hong Kong Island. Farms in the New Territories supply much of their food. A British governor rules from his residence on "The Peak," highest of Hong Kong's hills; white, Indian, and Chinese police, under British officers, keep order; British and Indian troops are garrisoned in the barracks, and British Navy ships and military planes keep watch over this "little bit of England" in China.

Over the ten square miles of water in Hong Kong's spacious harbor nearly 50,000 vessels, large and small, ply in and out in a year's time. Ocean trade routes lead from here to India, Japan, Chinese coastal cities, the Philippines, Netherlands Indies, Australia, Africa, Europe, and the Americas. World cruise ships make Hong Kong a regular stop.

Hong Kong has a literal "floating population" of 100,000 Chinese who live on boats in the harbor. Some of these people spend their entire lives in floating homes. Pigs, chickens, and even vegetables are raised on board their boats. Hong Kong harbor swarms with heavily laden freighters, grim war craft, trim luxury liners,

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© *Lionel Green*

HONG KONG COLONY CONSISTS OF AN ISLAND AND A TOEHOLD ON THE MAINLAND

Victoria (foreground), the capital, faces Kowloon, of New Territories, across one of the busiest harbors in the Orient. Beyond Kowloon, like a stage backdrop, rise the sharp hills of South China. Kowloon has most of the docking facilities of the port as well as many gardens which provide fresh vegetables for Hong Kong dinner tables. From Kowloon a railway runs to Canton, metropolis of south China (Bulletin No. 1).

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More Ocean Travel Takes to the Air

PARIS to Buenos Aires in two days and four hours was the speed record set by French flyer Codos on November 22. His hemisphere-hopping was a French stride forward in the efforts of four nations to survey the Atlantic for passenger air traffic.

At the same time Germany was pushing progress by asking permission to send a successor to the flame-devoured *Hindenburg* dirigible to the United States on trial flights. German seaplanes, too, kept pace with wings of other nations, with test flights on the New York-to-Azores route of Atlantic spanning, making the hop of more than 2,000 miles in 15 or 16 hours. Typical was the November flight of a German plane, catapulted from the mother ship *Friesenland* just outside New York.

Bermuda Is Atlantic Outpost of Passenger Flying

A launching in Baltimore last month called attention to the completion of the largest flying boat yet built, with the longest cruising range of all—a clipper-type giant seaplane for Soviet Russia.

That the United States should not lag behind this new spurt of international progress in ocean flying was the suggestion of the Maritime Commission, which submitted its report to Congress in November. Subsidies to encourage oceanic flying were recommended.

Thus plans for transatlantic passenger service develop, despite setbacks such as the burning of the *Hindenburg* and the occasional disappearances of adventurous flyers. The Pacific is already spanned by scheduled air service for passengers, and the Indian Ocean is skirted. Most of the world's important seas, especially the Mediterranean and the Caribbean, are crisscrossed and outlined by airlines.

At present Atlantic sailors can make only one jump by scheduled air services, the 800-mile cruise between the United States and Bermuda. This quarter-crossing of the ocean is made on a five-hour schedule by American and British flying boats, with Port Washington, just outside New York, as the summer terminal, and the winter base at Baltimore.

Extension of passenger service completely across the Atlantic is the goal of survey flights now being made by four nations. British and American seaplanes have already tested their water wings on a whole summer's flying over the North Atlantic.

French and German Mail Service over South Atlantic

An alternative air lane from New York to London has been surveyed over the mid-Atlantic route, for use when northern sky trails are clogged with wintry weather. From Bermuda the route launches eastward over the open ocean for 2,000 miles to the Azores, then north to London by way of Lisbon, Portugal.

The South Atlantic route, between Africa and South America, is the shortest. Germany and France, since 1934, have shared a weekly transatlantic mail service by this southern link. For the German seaplanes, three mother ships cruise the ocean beneath the route as mid-Atlantic filling stations and emergency first aid centers. Each mother ship has a canvas apronlike ramp up which the seaplane is drawn after it alights near the ship. A catapult shoots the winged nursling again into the sky after refueling.

The French South Atlantic mail route touches three continents and crosses parts of seven countries. It clings at first to the coastlines of southern France, southern Spain, and the round shoulder of northwestern Africa. Then it dramatically springs southwest over the open Atlantic from Dakar, small Senegal port in French West Africa, to Natal, in Brazil.

Three Lines Link Europe with Far East

Most spectacular of the boating-by-air services is the Pan American Clipper line from California to China. The "Orient Express" since April, 1937, has been dodging monotony over the non-pacific Pacific by reaching Hong Kong one week after departure from San Francisco (illustration, cover). This jaunt from hemisphere to hemisphere requires a jagged southwesterly course, via Hawaii, Midway, Wake, and Guam to the Philippines, on the eastern rim of Asia, then a jump northwest to China.

Airlines are prominent among the east-west lifelines which keep Great Britain in touch with her far-flung dominion, Australia; the Netherlands with her Indies; and France with her Indo-China. Instead of progressing by broad ocean hops, these air routes usually follow coastlines, with port-to-port overland jumps through dangerous and inhospitable country and over-water flights to islands.

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and high-pooped Chinese junks with their matting sails. Innumerable motor launches, tugs, and native sampans bustle about among the larger ships.

Along the five-mile waterfront of the city of Victoria, winches snort and coolies hustle to load or unload the many cargo ships tied up at the piers. On the Bund, a boulevard along the harbor side, a busy, motley traffic swarms.

Victoria is a "stair-step" city. On the lowest level, near the waterfront, is the commercial section, with its warehouses, banks, insurance firms, and the homes of the native Chinese. Higher up, on a second level, are parks and government buildings. Still higher, clinging to the sides of "The Peak," are the mansions of government officials and wealthy residents.

Hong Kong's subtropical climate brings oppressive humidity in summer, but white residents escape to homes on the hilltops of the island where it is several degrees cooler. Air-conditioning is making business buildings more comfortable.

Note: Additional photographs of Hong Kong con be found in "Coastal Cities of China," *National Geographic Magazine*, November, 1934; "Flying the World," June, 1932; "Some Impressions of 150,000 Miles of Travel," May, 1930; "The Geography of China," "Life Afloat in China," "Among the People of Cathay" (duotone insert), June, 1927; and "Farmers Since the Days of Noah," April, 1927.

See also "Landscaped Kwangsi, China's Pictorial Province," in the *National Geographic Magazine*, December, 1937.

Bulletin No. 1, December 13, 1937.

Photograph by Alexander Stewart

TROPICAL RAIN CALLS FOR STRAW RAINCOATS AND LAMPSHADE HATS

Because British Hong Kong is a free port, it handles large quantities of many kinds of goods destined for Chinese and other Oriental cities. Across its wharves move sugar, flour, rice, cotton yarn, silk, cotton piece goods, wool, hemp, leather, tin, coal, wolframite (source of tungsten), steel, oils and fats, Chinese medicines, fertilizers, fish, tea, and matches. These coolies in Kowloon, on the mainland part of the colony, are busily coaling one of the many liners that make Hong Kong a port of call.

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Peace Without War in Honduras-Nicaragua Boundary Pact

WHEN trouble threatened two months ago over the long-disputed boundary between Nicaragua and Honduras, the border warfare was fought with words. Instead of invading armies, both countries equipped delegates with maps and statistics to defend them at the conference table.

Representatives of Nicaragua and Honduras went to Costa Rica, the next neighbor south, where their dispute was settled by diplomats from Venezuela, Costa Rica, and the United States. News of peace has spread without the aftermath of crippled veterans, widows' pensions, war debts, and munitions bills.

Honduras and Nicaragua occupy the widest part of the Central American isthmus, and have in common much more than a boundary. Each is no larger than the State of New York.

Bananas, Coffee, and Future Canals

Each has a single leading export. For Honduras it is bananas, grown chiefly on plantations along the northern coast fronting the Caribbean Sea in a "banana belt" 50 to 75 miles wide. Coffee is the most important export product of Nicaragua, and her prosperity to a large extent hinges on the price that coffee brings.

In the United States, however, Nicaragua has in recent years been best known for the plan of a canal through her territory as an auxiliary to the Panama Canal. The proposed route for the canal is along the southern border of Nicaragua just north of Costa Rica, following the valley of the San Juan River from the Atlantic to huge Lake Nicaragua, then across the lake and through the narrow strip of land that is the Pacific coast. Advantage of the canal would be that United States shipping from the Mississippi Valley would save an estimated two days on the trip to San Francisco, and ships from Atlantic ports would save a day and a half.

Both Honduras and Nicaragua have low, damp, tropical regions along the coast, while the interior is made up of high mountains and plateaus with a cooler, more temperate climate. Gold and silver are plentiful in the mountains of both countries, but few mines now are worked.

U. S. Troops Landed in Both Countries

The boundary between the two countries follows the course of the Wanks or Segovia River from Cabo Gracias á Dios ("Cape Thanks to God") on the Caribbean coast, far inland. Then it runs through the mountains of the interior to the Rio Negro which it follows down to the Pacific (illustration, next page).

Disputes between Honduras and Nicaragua are not new. The two nations have had several disagreements over the boundary in the past, and were at war in 1907, 1897, 1884, and 1863. Internal unrest has resulted in the landing of United States marines in both countries at various times.

Lack of roads through the thick jungles of the lowlands and the high mountains of the interior, some of which reach 10,000 feet in Honduras, have kept both countries from fully developing their resources. Tegucigalpa, capital of Honduras, is the only capital in Central America not reached by a railroad. Nevertheless, it is an up-to-date city, for regular airplane service operates between it and other Central American cities. A highway links it with a railroad from the Caribbean coast, and another road runs down to the Pacific.

Managua, capital of Nicaragua, was almost completely destroyed by a disastrous earthquake in March, 1931, but its people have returned and a new city has

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The British line to Australia touches four continents. From London the timetable is an abbreviated roll call of British realms of influence: from Europe to Egypt, to Palestine, to Baghdad in oil-rich Iraq, south of the blisteringly hot Persian Gulf, then on to India. The line continues to Australia, a half-world away from London, and a connecting service (Australian) finally reaches Tasmania, Australia's island appendage.

The French line to the Orient hugs the northern shores of the Mediterranean and the Indian Ocean, then darts overland above India and Siam to French Indo-China's metropolis, Saigon. The route from the Netherlands follows the same tactics, except that it turns south from Bangkok in Siam and hops over the dense forests and rich plantations of the Malay States, Sumatra, and Java.

Possibly the most flown-over sea is the Mediterranean, with a dozen or so airlines radiating from Marseilles, Rome, and Athens. Most of them find their way southward by way of Cyprus, Crete, Sicily, Corsica, or the Balearic Islands to European colonies in northern Africa, and Egypt.

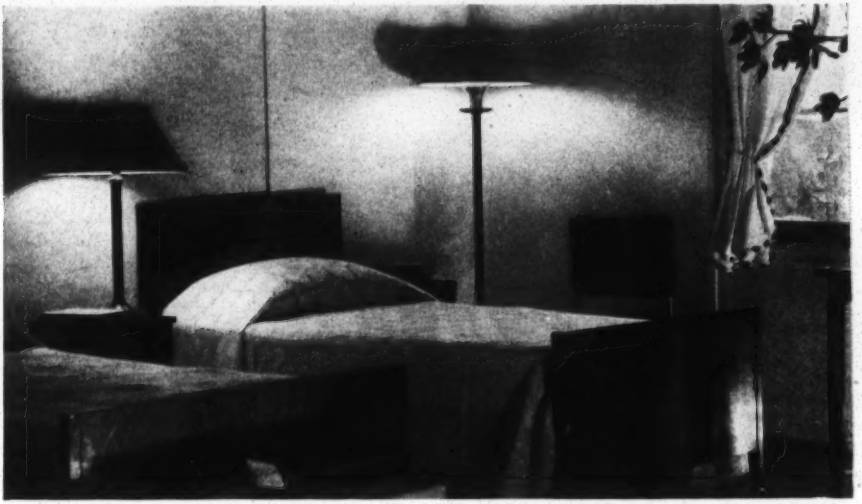
The English Channel is likewise a much-flown stretch of water. At one time a dozen airlines crossed it, eleven of them darting fanlike from London toward other European capitals. Even the ice-locked Baltic has its aerial short cuts, linking Finland, Denmark, and Norway with Sweden.

Heavy air traffic encircles the Gulf of Mexico and the Caribbean Sea, joining North America with the sister continent to the south. One intercontinental jump travels the peninsula-island-isthmus route to the west coast of South America, flying over Florida, Cuba, Jamaica, and then making a long overwater hop to Colombia and the Panama Canal Zone. Another arc of air travel follows the crescent of the West Indies to South America's east coast—from Miami to Nuevitas in Cuba, Port-au-Prince in Haiti, San Juan in Puerto Rico, then southeast over the Lesser Antilles, those "sainted" specks of British and French territory festooned around the Caribbean. Still another overwater hop around the Gulf of Mexico is that from Florida and Cuba to the relatively isolated Mexican peninsula of Yucatan.

Note: See also "Flying the Pacific," *National Geographic Magazine*, December, 1936; "Flying Around the North Atlantic," September, 1934; "Skypaths Through Latin America," January, 1931; "Flying the World's Longest Air-Mail Route," March, 1930; "Seeing the World from the Air," March, 1928; and "Looking Down on Europe," March, 1925.

The leading international airlines are indicated on the map of the world issued as supplement to the December, 1935, *National Geographic Magazine*. This wall map may be purchased separately for 50 cents (on paper) or 75 cents (on linen) from the Washington, D. C., headquarters of the National Geographic Society.

Bulletin No. 2, December 13, 1937.



Photograph courtesy Pan American Airways System

THIS DESERT ISLAND ISN'T WHAT IT USED TO BE

Stepping stones across the Pacific, the once isolated bases of the Clipper air trail to the Orient have been wrested from nature in the raw. Both Wake and Midway Islands were lonely foam-ringed specks in mid-ocean, and now they have all up-to-date conveniences. The picture above is an invitation to modern Robinson Crusoes to sleep at Wake. Knock-down 45-room hotels, solar heaters, electricity, and imported fresh water are among the elements of ready-made civilization which prove how thoroughly these "desert isles" had greatness thrust upon them.

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Cremona Honors Stradivari, Ace Violin Maker

WHEN Antonio Stradivari died on December 18, 1737, he was more than 90 years old. He had made more than a thousand musical instruments, chiefly violins, whose excellence has ever since been the joy of musicians and the despair of imitators.

Because the date of his birth is uncertain, the 200th anniversary of his death has been made the occasion of international note.

Leader of this musical event is Cremona—oval, brick-walled Italian town on the Lombardy plain, about 50 miles southeast of Milan. The town's center is the Piazza del Comune, dominated by a 13th century bell tower, almost 400 feet high, and by a 12th century cathedral whose façade is boldly striped with red and white marble.

Secret of Varnishing Has Been Lost

On the square now called Piazza Roma, Stradivari opened up his workshop, after learning his craft as a pupil of Nicolo Amati. The shop where his unsurpassed instruments were shaped was on the ground floor of the narrow three-storied Stradivari house. On the flat roof, where linen and fruit were dried, the star craftsman of Cremona hung up his violins, wet with newly applied transparent golden varnish. The secret of making this varnish, with its glowing highlights of orange or red, has never been discovered.

The historic house and the church of San Domenico, in which Stradivari was buried, have since been demolished.

Every work day for more than fifty years one might have found this tall, thin artisan at his workbench, measuring with his calipers the thickness of pieces of beautifully grained wood for a violin's back, cutting sound holes in its belly, or stretching catgut strings from ebony tailpiece along the fingerboard and neck to the peg controls. Passersby must have paused to watch his skilled fingers inlay the gleaming wood with mother-of-pearl decorations.

Invented New Violin Shapes

Stradivari patterned his first violins after those of his teacher, Amati, and called them "amatizzati." Though almost illiterate, the great violin maker studied the resonance of various kinds of wood. He also tested different types of varnish until finally he evolved an original violin, which was a little larger and more elegant than those preceding it, and which had fuller, softer tones.

Of Stradivari's eleven children, only two sons followed their famous parent's profession of violin making.

The approximately 1,116 instruments which Stradivari made are principally violins, but they include about twenty known violoncellos, ten known violas, a few small-sized violins and pochettes. The latter, being *poche* or pocket violins, only a little over a foot in length, were used by dancing masters.

The first Stradivari violins sold for less than the equivalent of $30 today. Now excellence, age, and rarity have combined to make one of his finest violins worth $100,000. On exhibition in the Rare Book room of the Library of Congress, in Washington, D. C., is a valuable collection of Stradivari instruments, including three violins, a viola, which is larger than a violin, and a very large violoncello.

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risen from the ruins. Extinct volcanoes are features of the skyline in the mountainous interior of both countries.

Note: Additional information and photographs about Honduras and Nicaragua will be found in "Army Engineer Explores Nicaragua," *National Geographic Magazine*, May, 1932; "Flying the World's Longest Air-Mail Route," March, 1930; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "Nicaragua, Largest of Central American Republics," March, 1927; "A Little Journey in Honduras," August, 1916.

Bulletin No. 3, December 13, 1937.

Photograph by Newell F. Johnstone

BORDER WARFARE IS NOT THE ONLY BOUNDARY DIFFICULTY IN CENTRAL AMERICA

One reason for the frequent boundary disputes in Central America, of which the Nicaragua-Honduras misunderstanding is typical, is the difficulty of surveying boundary lines. This surveyor in the Nicaraguan swamp of Rio Negro has to work his way through waist-deep water in spite of insects and dangers from alligators and snakes. The survey was made by U. S. Army engineers in connection with plans for a Nicaraguan Canal to supplement the Panama Canal.

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Covent Garden Market: London's Flower, Vegetable, and Fruit Basket

MARKET panics are not always matters of millions of dollars and stocks and bonds. A recent panic hit Covent Garden Market, wholesale produce center of London, but the commodity involved was watercress. Rumor attributed several cases of sickness to eating the local watercress, and the denials of inspired Cockney venders are reported to have set a new high for colorful language in that famous British headquarters of picturesque salesmanship.

Covent Garden Market is one of the world's largest distribution points for flowers, as well as England's chief wholesale fruit and vegetable market. The market covers nearly six acres, and handles about a million tons of produce a year. It fills numerous shop buildings and stands, and overflows into adjacent narrow streets and warehouses. It is not garden produce which conferred the market's name, but the fact that it occupies the site of the garden of the Convent of Westminster.

Colors Like Prisoned Patches of Sky

In the flower market, the sun streams through the glass roof onto colorful, fragrant masses of blooms, piled on racks reaching higher than a man's head which make each aisle a canyon between floral cliffs. Chirping of sparrows in the rafters overhead adds a note of outdoor gaiety. Stalls of lavender and of carnations produce an almost overwhelming fragrance. "Lavender, lady, lavender?" and "Yes, my dear, anything you want?" cry the jolly market women.

In Covent Garden Market are numerous flowers with colors like prisoned patches of sky. Besides ragged bachelor's buttons and delphiniums, one sees large blue hydrangeas, blue Nigellas in a green mist of foliage, and delicate Viscarias with five lovely periwinkle-blue petals. Stiff, prickly globe thistles are green overcast with blue, and some sweet sultans are mauve with white centers. Scabiouses, fragile poppylike blooms in shades of pale blue and lavender, are offered for sale at sixpence a bunch. In July they are seen everywhere in London, from tearoom tables to station waiting rooms. Gayer are the huge begonias, two inches in diameter, in vivid shades of pink, red, and coral, similar to those growing in the garden of the Shakespeare Memorial Theater at Stratford-on-Avon.

Market Full of Morning Tea Drinkers

Americans are surprised to find goldenrod for sale at twopence a bunch, and may be still more surprised to learn that it is cultivated. Most of the flowers are English grown, many from the Scilly Isles. A few are from France, principally dried ones, and some from The Netherlands.

Since dawn, when the flowers were brought in by trucks or carts, the market has buzzed with activity, as retail dealers load up their baskets, barrows, and automobiles. Eighteen rose bushes covered with small red blooms move by in flower pots on a plank atop a man's head. A bell clangs and the man breaks into a jogtrot. Wooden covers are hastily slammed on the coffinlike boxes of long-stemmed roses. The bell signals the closing of the flower market at 9 a.m.

The fruit and vegetable section of Covent Garden Market remains open all day. On Tuesdays, Thursdays, and Saturdays, numerous trucks, and drays pulled by huge cart horses, bring in fresh produce from a region around London about fifty miles in radius. They start coming in about midnight, and by dawn most of

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Stradivari was commissioned to make violins for wealthy nobles in nearby Milan, Parma, Ferrari, Mantua, and Venice, and for the Medici in Florence. As his fame spread, he made violins for the courts of Spain and other countries.

Violins Still Made in Cremona

Although Stradivari is Cremona's greatest star, the town claims other noted violin makers. Among them is Stradivari's teacher, Nicolo Amati, who set up his workshop in Cremona about 1620. The favorite instrument of the violinist Paganini was a violin made by Giuseppe Guarnieri, of Cremona.

Cremona still makes musical instruments, especially violins and pianos. It also manufactures more prosaic products, such as bricks of special construction used in American skyscrapers. Things as diverse as silk fabrics, agricultural machinery, nougat, and mustard are also made.

Most of the town's wealth, however, comes from farming. With the aid of irrigation, the surrounding countryside is cultivated intensively. Pigs and cattle, raised in the region, provide Cremona with a dairy industry and the manufacture of bacon and pork.

Note: Some recent articles about Italy are "Imperial Rome Re-Born," *National Geographic Magazine*, March, 1937; "Sojourning in the Italy of Today," September, 1936; "Horace—Classic Poet of the Countryside," December, 1935; "Hunting Castles in Italy," September, 1935; "Life's Pattern on the Italian Riviera," January, 1935; "Redemption of the Pontine Marshes," August, 1934; and "Perennial Geographer" (Vergil), October, 1930.

Bulletin No. 4, December 13, 1937.

Photograph by Jacob Gayer

RADIO HELPS SAM BROMFIELD "DRAW A LONG BOW" FROM LABRADOR TO THE UNITED STATES

An amateur fiddler sends his music via an improvised microphone from the Labrador stop of the MacMillan Arctic Expedition in 1925 to listeners in the United States. It was an early instance of a violin covering space as extensively as Stradivari's influence has spanned the centuries. It was Stradivari who set the standards of violin making which are still aimed at today. His patterns have been duplicated, but the varnish on his instruments still defies copying.

the goods are on display and the market is in full swing. Prowling cats dodge the hundreds of feet bustling about the stalls, as buyers from hotels and stores make their purchases. The constant clatter of horses' hoofs, rumbling of carts, and slamming down of crates, make a background of pandemonium for frequent shouts and cries.

" 'Ow much this crite 'ere?"

"Oh, sorry, old chap," calls a man pushing a vegetable barrow as he jostles a fellow market worker carrying a tower of bushel baskets on his head.

Many of the rather shabby-looking porters wear black, colored, or dirty white scarves knotted around their necks instead of collars and ties. At about seven o'clock in the morning most of the men pause to snatch drinks of tea.

A nun in black billows by, hugging an armful of parsley. On each side of her range green hills of parsley, watercress, beans with pods a foot long, cucumbers, vegetable marrows, and cabbages netted in bags of coarse twine. Shelled peas form green centers of white basins. A glitter marks the approach of one of London's "pearlies," the many pearl buttons covering his suit winking in the sun.

Stores all over England derive their supply of imported fruit from Covent Garden Market. There, lemons the size of oranges, from Sicily and Spain, and enormous Dutch grapes, each grape nearly an inch in diameter, are displayed beside fruit from Australia, South Africa, North America, in fact from almost all parts of the world. There is also much fruit grown in England, especially in Kent, Surrey, Sussex, and Worcester. In round wicker baskets gleam waxy red-and-white cherries, black currants, and red currants that glow like rubies.

Note: Illustrations and further information about Covent Garden Market will be found in "As London Toils and Spins," *National Geographic Magazine*, January, 1937; "Vagabonding in England," March, 1934; "Some Forgotten Corners of London," February, 1932; and "London from a Bus Top," May, 1926.

Bulletin No. 5, December 13, 1937.

Photograph by B. Anthony Stewart

THE LONDON OPERA FAN GOES TO MARKET FOR HIS MUSIC

So large has Covent Garden Market grown that it now surrounds the famous Covent Garden Theater. After the opera, music lovers in white tie or silver slippers leave as drays of vegetables fill the street, and top hats are in danger of being knocked off as fruit crates are unloaded. The Market is a convenient source of bouquets for the prima donna's sweet notes and tomatoes for the sour ones.

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